

## **Public and Private Transport - where are we going?**

Environmental and quality of life issues that we need to address

You won't see many slides with words on them - you'll see pictures and I'll skip over pages of verbiage that I'll have to remind me of what I want to say. **But I said many not any,** so here is my plan in words!

1. Introduction
2. Where we are today?
3. What has changed?
4. Thoughts for best practise for the future
5. How they can be implemented?
6. What can WE do?



# Public and Private Transport - where are we going?

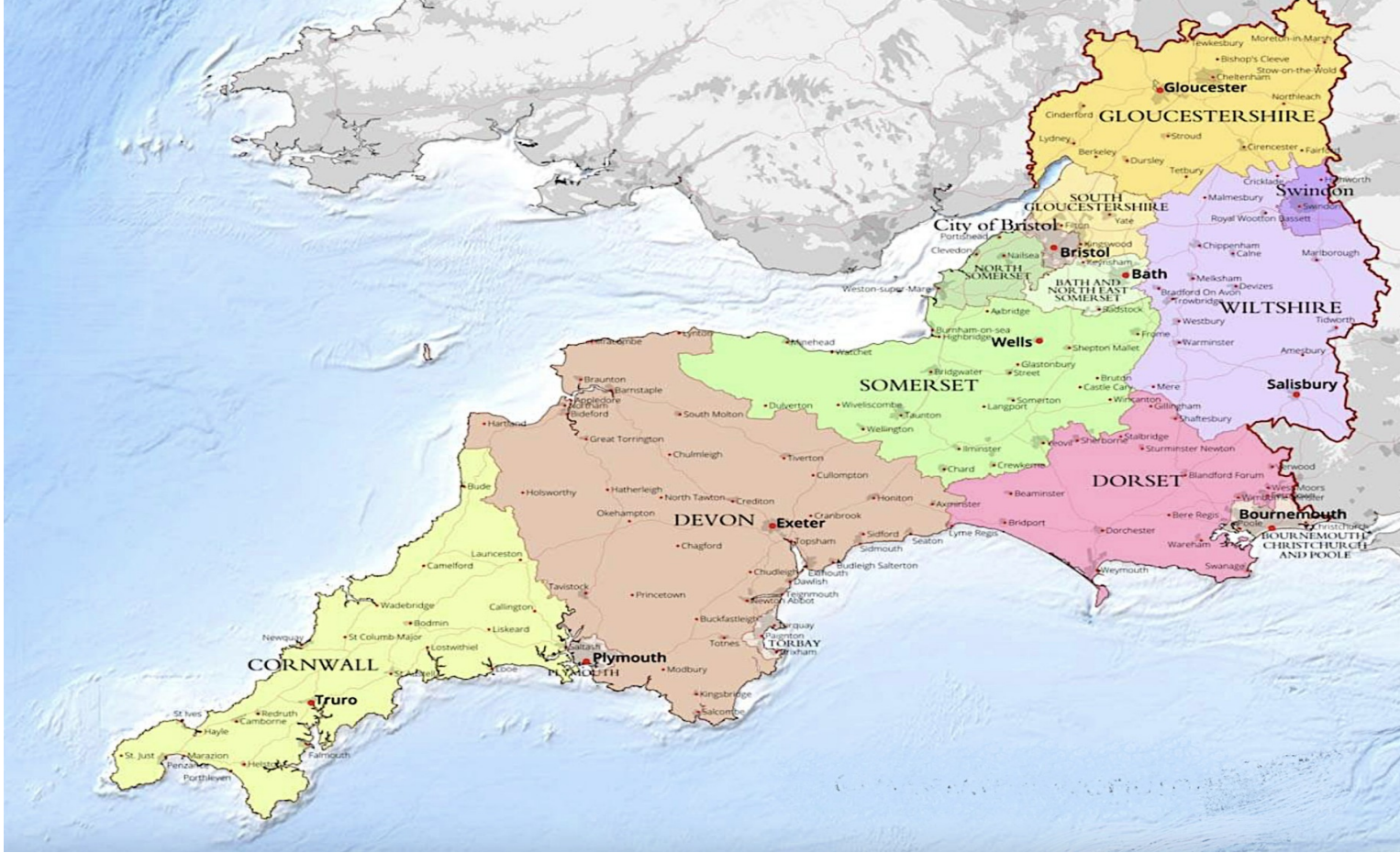
Environmental and quality of life issues that we need to address

Me, "Our" home bus stop, and some places travelled from there in 2024 – **to learn**



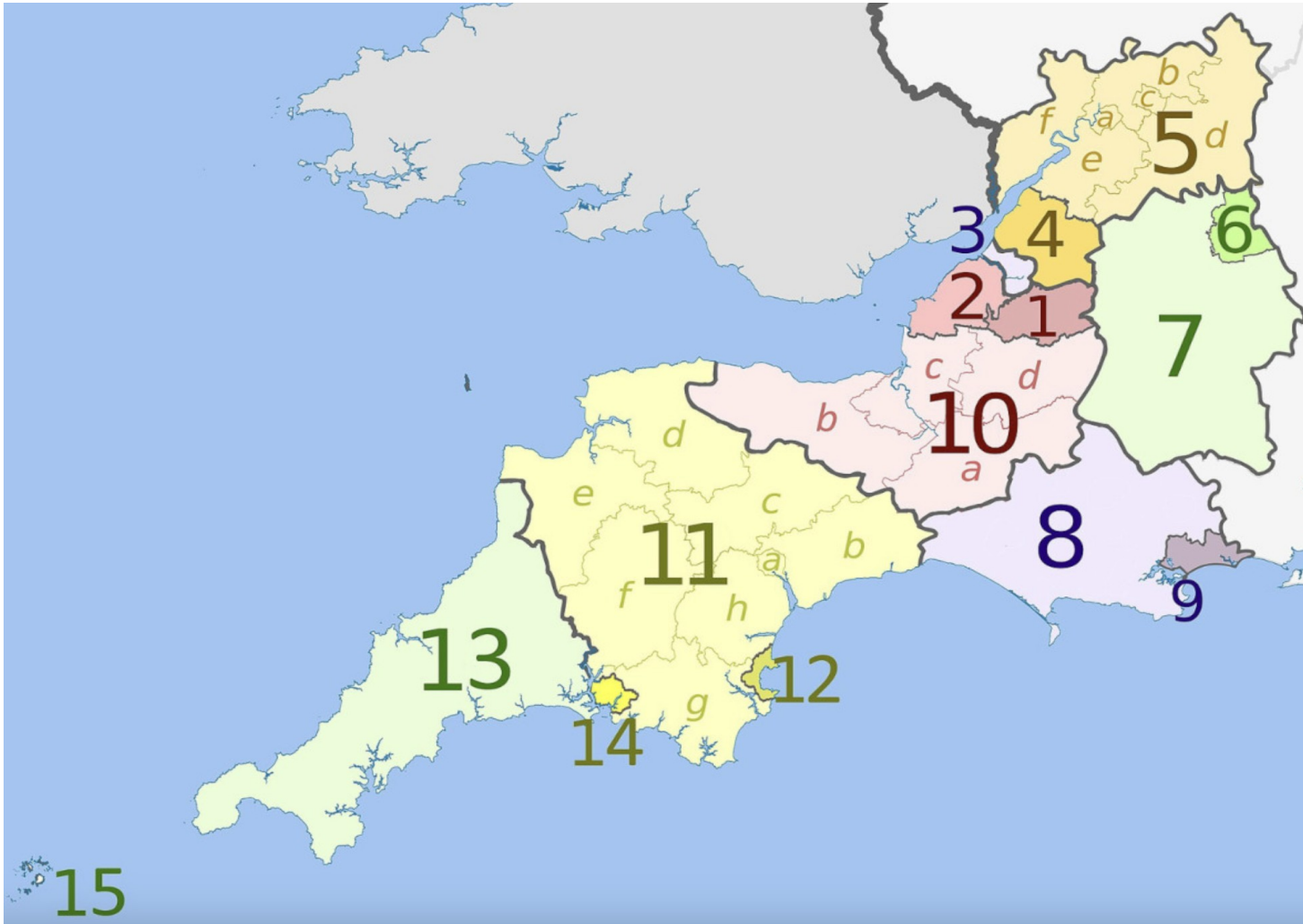
# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address



# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address



## **Public and Private Transport - where are we going?** Environmental and quality of life issues that we need to address



# Public and Private Transport - where are we going?

## Environmental and quality of life issues that we need to address

**Melksham - home station**  
As at 21st October 2024 14:14 BST

You are 1.55 kms from **Melksham** station which is to your NW and 0.00 kms from station which is to your NW  
Other (alternative, busier) nearby stations:

- Trowbridge - 8.8 kms to the SW
- Bradford-On-Avon - 9.9 kms to the W
- Chippenham - 11.3 kms to the N
- Westbury - 13.3 kms to the SW
- Bath Spa - 17.9 kms to the W

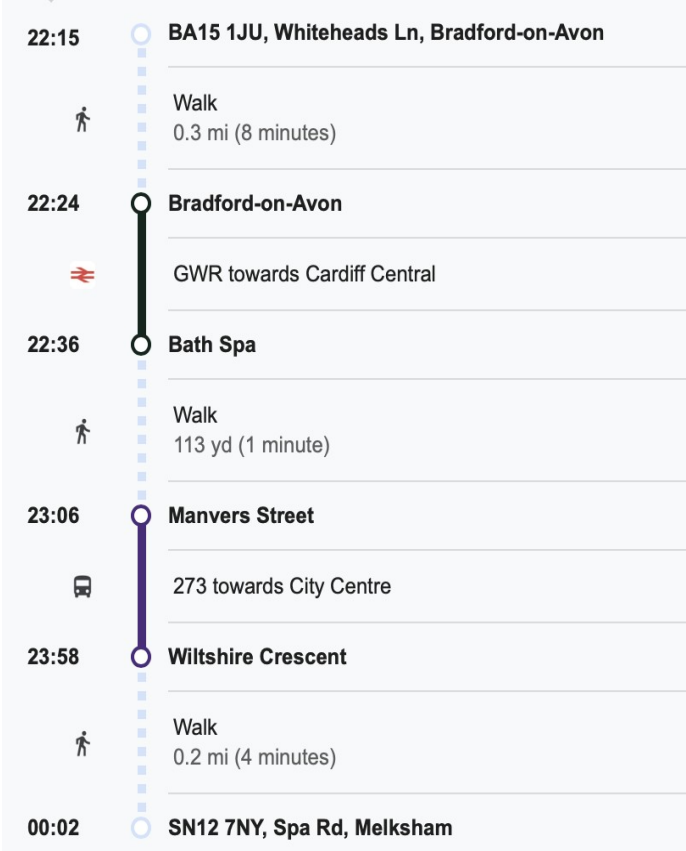
### Nearby Bus Stops

- [wilamdag](#) - Coronation Road (SE-bound) - 0.0 kms
- [wilamdad](#) - Coronation Road (NW-bound) - 0.0 kms
- [wilamdarn](#) - Pembroke Road (S-bound) - 0.3 kms
- [wilamdaj](#) - Pembroke Road (N-bound) - 0.3 kms
- [wilamdmg](#) - Hospital (SE-bound) - 0.3 kms

### Looking at Melksham (home station)

Train Times for Melksham Last updated: 21/10/2024 14:12:35

From	To	Timetabled to Arrive	Expected to Arrive	Timetabled to Depart	Expected to Depart	Platform	Operator
Westbury	Swindon	14:33	On time	14:34	On time	1	GWR
Swindon	Westbury	15:40	On time	15:40	On time	1	GWR
Westbury	Swindon	16:38	On time	16:39	On time	1	GWR
Swindon	Westbury	17:59	On time	18:00	On time	1	GWR



### Tickets and information

Faresaver  
 GWR - Buy tickets - 0345 700 0125

# **Public and Private Transport - where are we going?**

## Environmental and quality of life issues that we need to address

### 1. Introduction

#### Who am I? – Graham Ellis.

Graham Ellis has been a lifelong public transport user and advocate, and a car driver in a career that took him far and wide. As an IT trainer and technical author, Graham understands complex requirements, formulating solutions, and presenting them with options and practical alternatives.

Graham was an officer of the Melksham Railway Development Group (MRDG) for many years. The group helped regain and retain a useable train service at Melksham. It became the Melksham Transport Users Group! He is deeply involved in advocacy for local buses, modernise service provision and journey intergration.

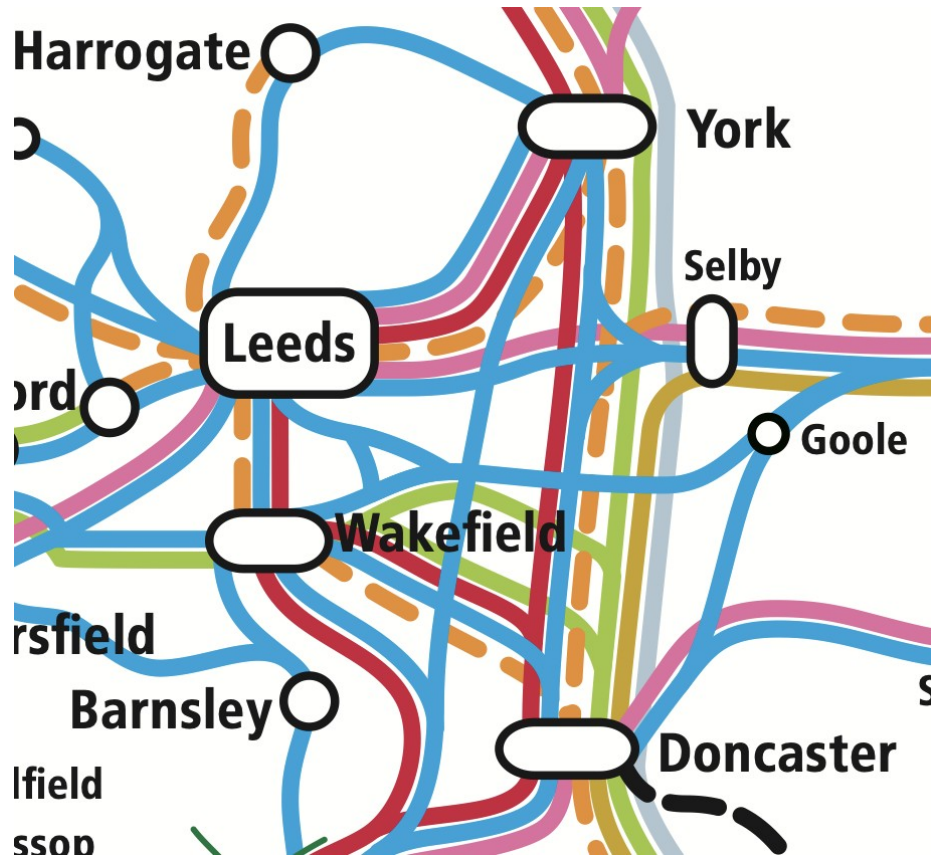
Running a hotel for trainees, Graham appreciates the concerns of people unfamiliar with using public transport. He is used to providing information and assistance, and feeding back in a constructive manner. This passenger support expanded in 2007 into the "Coffee Shop" online forum where Graham is Webmaster. We have with around 1,000 posts every month on travel and transport topics at <https://greatwesternrailway.info>

Graham is retired in Melksham, and lives with his wife Lisa beside a bus stop. Medical and health issues are restricting our mobility but not our ability to think, answer, inform. We are becoming more versed in accessibility issues be it for ourselves, or extended for those travelling with young children, heavy luggage, cycles, dogs, etc.

P.S. "Lisa is my rock. She questions my editorial decision to leave out my years as President of the Chamber of Commerce, my role as an elected Town Councillor, my blogging, my role in setting up the Community Rail Partnership and my frequent appearance at stations, bus stops, village fetes and in carnival to promote our area and transport."

# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address





# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address

Dep	Arr	Chg	Dur	Single	Return
07:15	09:21	1	2h 6m	£71.55	£144.35

**Return tickets (1 Adult)**

Railcard	Railcard	Railcard
Anytime Return £144.35	Anytime Day Travelcard £154.20 <i>London Travelcard</i> Zones 1-6	Anytime Return £164.60
Anytime Day Travelcard £175.00 <i>London Travelcard</i> Zones 1-6	Anytime Return £216.80	View more return tickets

**Single tickets (1 Adult)**

Railcard	Railcard	Railcard
Standard Class Advance Single £71.55	Anytime Day Single £72.15	Anytime Day Single £82.30
1st Class Advance Single £82.90	Anytime Day Single £108.40	Anytime Day Single (1st Class) £108.95

Dep	Arr	Chg	Dur	Single
14:36	16:14	1	1h 38m	£25.60
15:00	16:47	1	1h 47m	£27.90

? Choose a ticket to suit your needs

Some tickets are more flexible than others

**Public and Private Transport - where are we going?**  
Environmental and quality of life issues that we need to address



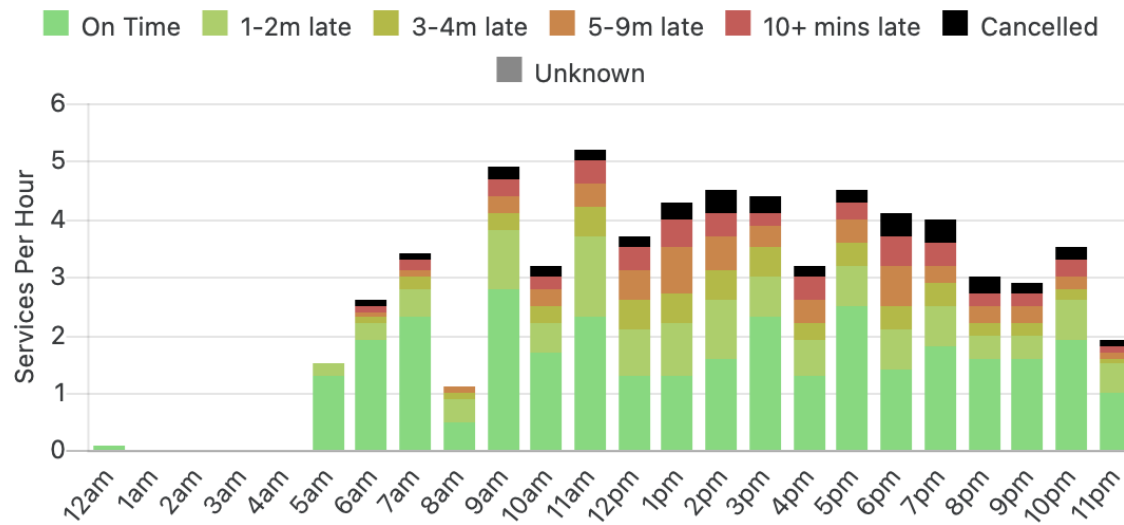
**Public and Private Transport - where are we going?**  
Environmental and quality of life issues that we need to address



# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address

The hourly breakdown shows the average number of departures and arrivals at Warminster each hour of the day, grouped by performance.



## **Public and Private Transport - where are we going?**

Environmental and quality of life issues that we need to address



# **Public and Private Transport - where are we going?**

Environmental and quality of life issues that we need to address

2. Where we are today

## **Public Transport**

Complex competitive system.

Outdated

Financial not Economic case

Limited environmental consideration

Limited quality (health / speed / ) consideration

Unfathomable travel information and fares

Valid routings often perverse

Shorter term popular

Backlog of maintenance at a time of added needs

First / last mile often takes as long

Unreliable - appear to be trying to do too much with too little resource

## **Sustainable Transport**

Cycling routes often dangerous and

## **Private Transport**

People want their own vehicles for convenience

Traffic clogs and congests pinch points

**Public and Private Transport - where are we going?**  
Environmental and quality of life issues that we need to address



# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address





# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address



**Public and Private Transport - where are we going?**  
Environmental and quality of life issues that we need to address



**Public and Private Transport - where are we going?**  
Environmental and quality of life issues that we need to address

**You must wear a face covering on public transport**



**Take a window seat, avoid standing and leave space in front and behind you.**

## **Public and Private Transport - where are we going?** Environmental and quality of life issues that we need to address



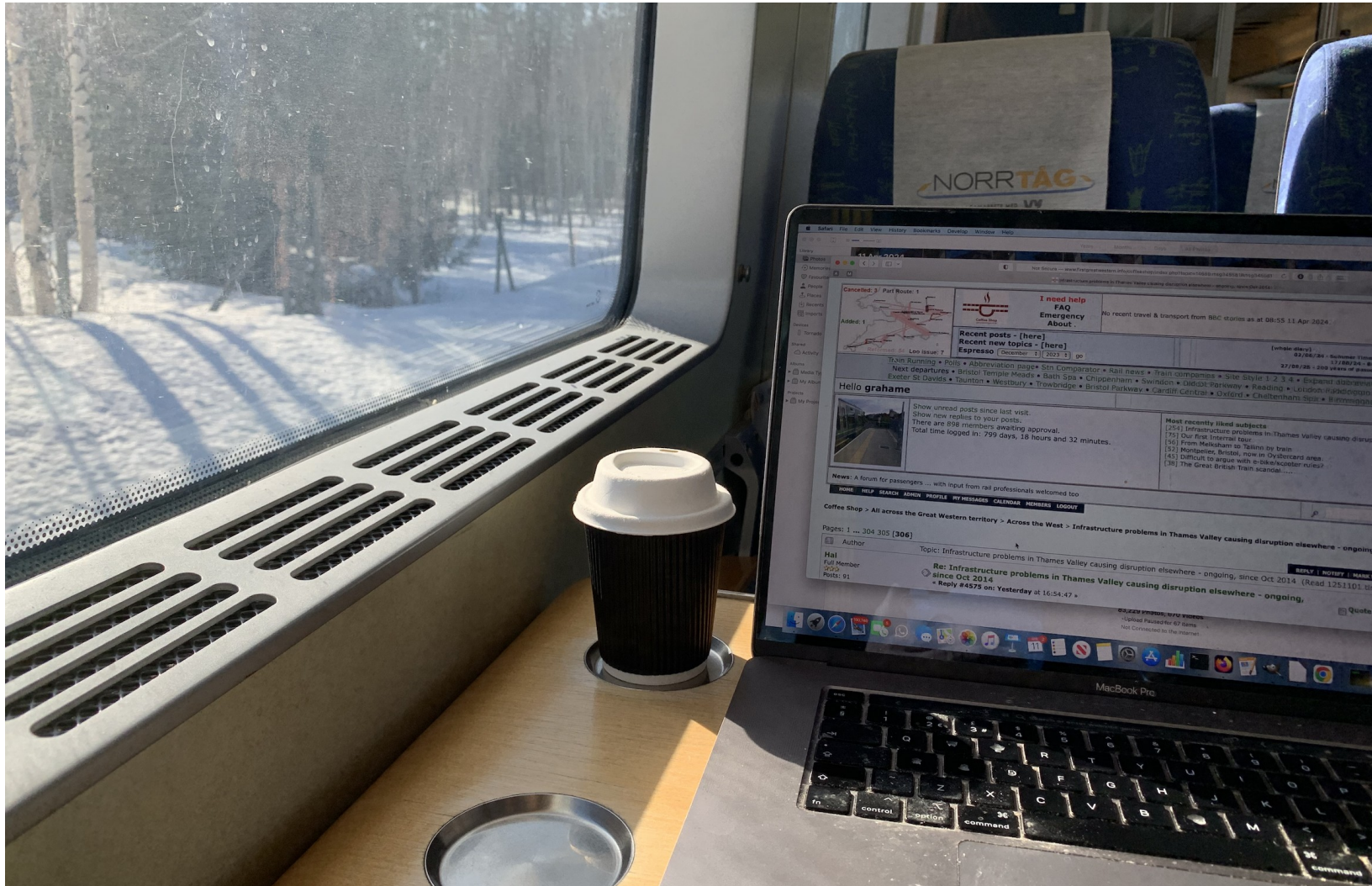
# **Public and Private Transport - where are we going?**

Environmental and quality of life issues that we need to address



# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address



## **Public and Private Transport - where are we going?**

Environmental and quality of life issues that we need to address

### 3. What has changed?

Metrics of travel needs.

Technology and Information

Changing age and accessibility profile

Safety and sue society

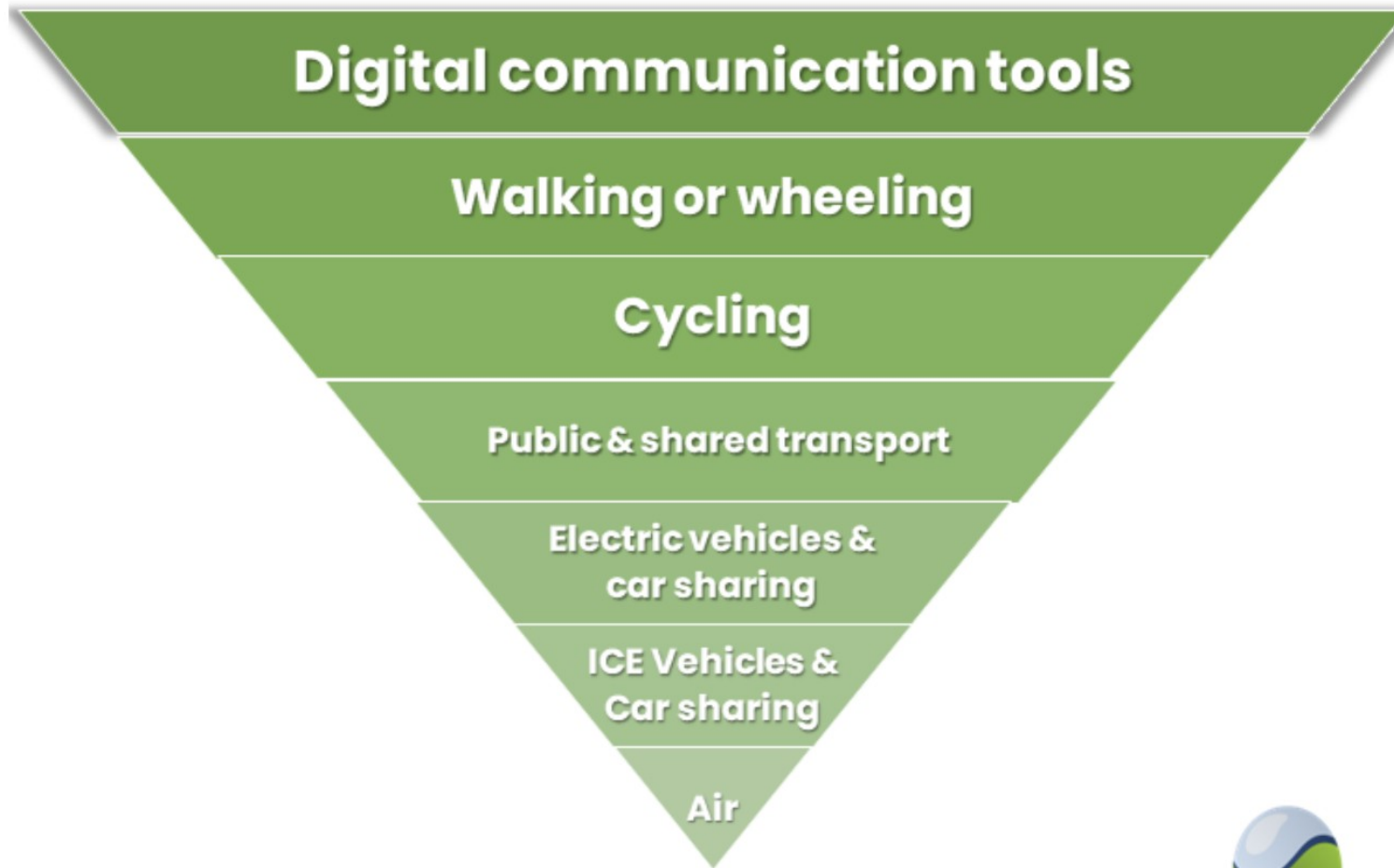
Covid restart / rethink

We are moving at varying speeds towards electric

- \* Use of public transport much more optional
- \* Peak is no longer peak
- \* Commute travel has dropped from 6 via 5 and 4 to less days
- \* Longer distance work travel and housing growth
- \* Leisure traffic up
- \* Many can work from anywhere
- \* "9 to 5" becoming much more 7 day economy
- \* Frequency v speed
- \* Much higher frequency services impacting reliability
- \* People want to be able to make secondary use of travel time

# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address





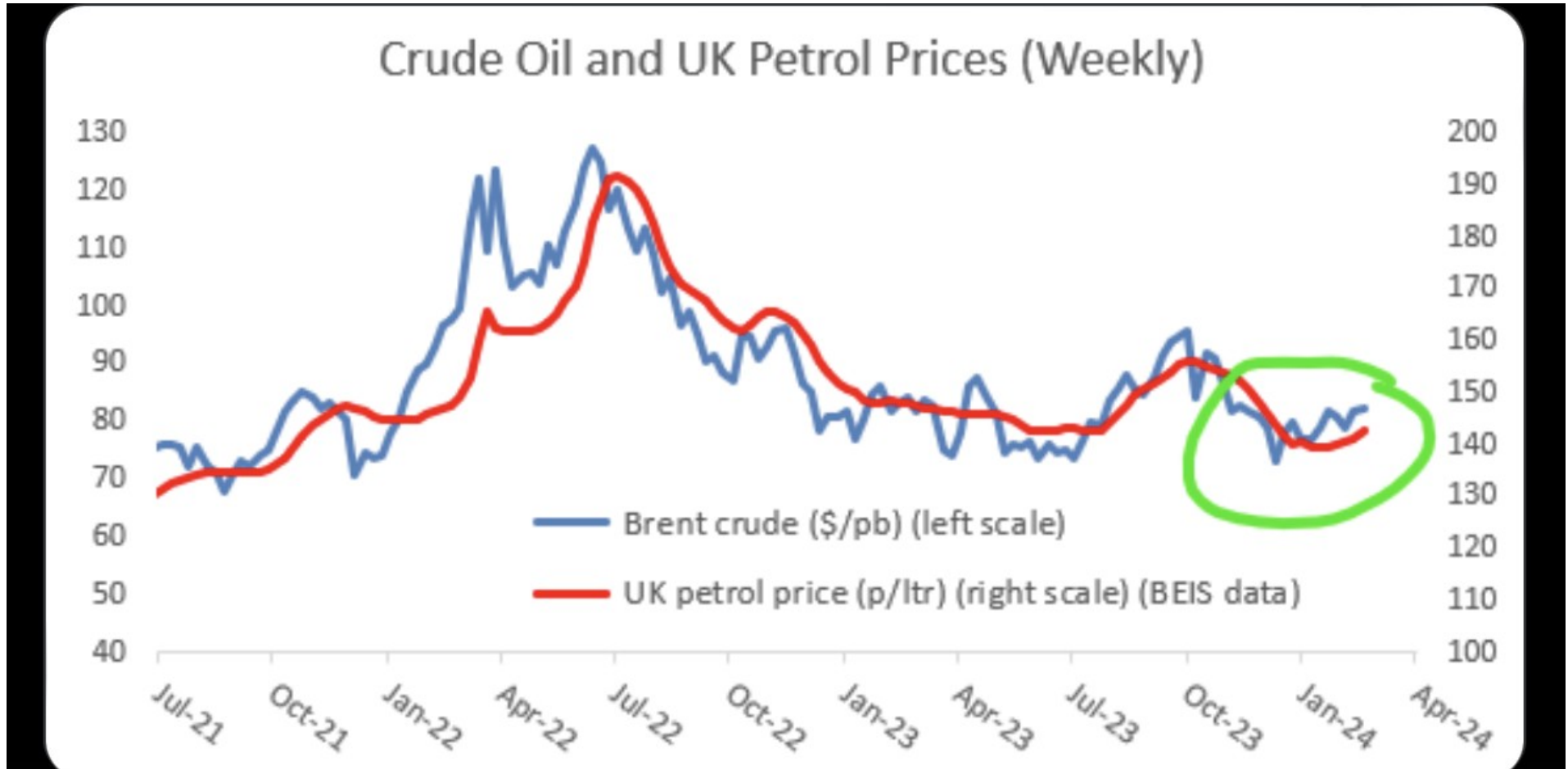
## **Public and Private Transport - where are we going?**

Environmental and quality of life issues that we need to address



# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address



# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address



# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address



**Public and Private Transport - where are we going?**  
Environmental and quality of life issues that we need to address

**BBC - 22<sup>nd</sup> October 2024**

## Funding

There is no concrete budget for GBR yet, so we can't say how much it'll cost.

However, despite warm words from the transport secretary, it's still the case that government finances are in a particularly tight spot at the moment.

One rail business told the BBC that many similar firms were "holding horses" to see what the chancellor's budget brings in a couple of weeks' time before taking any big investment decisions. How confident they're feeling afterwards may prove pivotal.

## **Public and Private Transport - where are we going?**

Environmental and quality of life issues that we need to address

4. Thoughts for best practise for the future

What are our objectives?

Environmental Sustainability Triangle

"Quality of life" travel choice - "Priority for People"

Reliable, welcoming and understandable, frequent, safe, going from and to right places

What could / should change and what stay the same?

The stop-go cycle of general elections should be reduced

Fare and information systems updated to inspire ease of use and confidence

It should not matter if it's an XC train (no groupsave) or GWR (with Groupsave)

Skilled staff - whoever they work for - should be retained

Much or even most of our network is correct; profit and use have aligned reasonably

Information systems should continue to develop

Integration between modes need to be re-established

It doesn't matter who runs it if the results are right - but they need motivating

# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address



# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address





## **Public and Private Transport - where are we going?**

Environmental and quality of life issues that we need to address

5. How they can be implemented

Gold Plated and overconsulted?

Pictures of PEOPLE coming up

# **Public and Private Transport - where are we going?**

Environmental and quality of life issues that we need to address



# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address



# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address

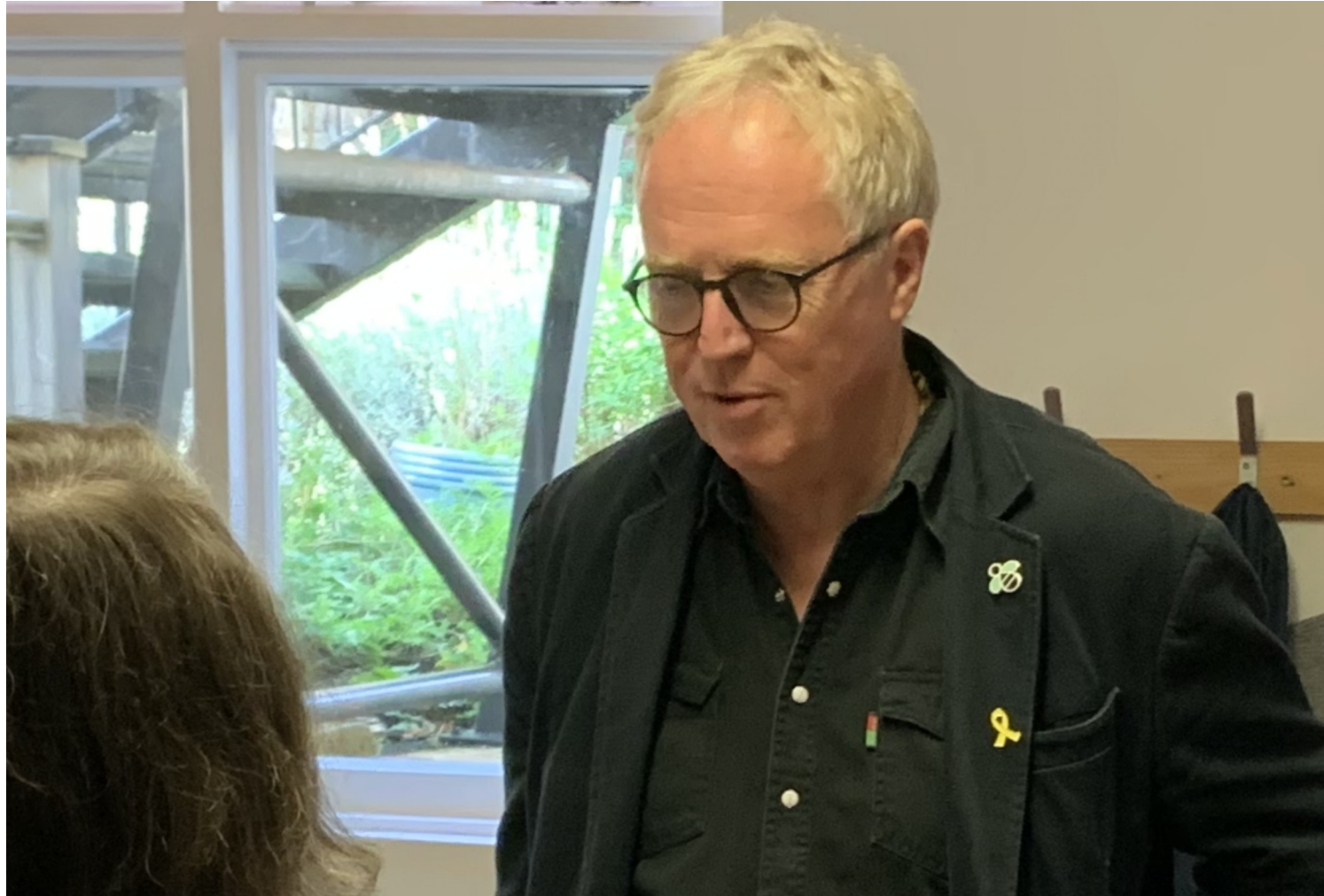


# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address



**Public and Private Transport - where are we going?**  
Environmental and quality of life issues that we need to address



## **Public and Private Transport - where are we going?**

Environmental and quality of life issues that we need to address

### 6. What can WE do

The customer is the eyes and ears and there are a lot of us  
1169 passenger transits per day B-o-A station, 177 Melksham  
We can use, we can advocate  
We can befriend the station and stops

Great Risk and Great Opportunity.  
A great deal changing old systems out of date

Network rather than commercial competition

Quality travel  
Total Journey

How many network access points?  
grep -ic bradford-on-avon data/Stops.csv => 84  
grep -ic melksham data/Stops.csv => 136  
grep -ic devizes data/Stops.csv => 187

# Public and Private Transport - where are we going?

Environmental and quality of life issues that we need to address

## Some things to ask / hope / campaign / watch for nationally

- \* Service reliability (rail issue) and customer consideration when not
- \* Soft landing from £2 bus fare
- \* Integrated and commonly understandable and useable fair fare systems
- \* Revised taxation systems for private vehicles
- \* Total journey network, with services when and where they are needed
- \* Safe and welcoming NaPTANs

## Some things to ask / hope / campaign / watch for locally

- \* Buses in the towns that include routine train connections
  - \* Train service reliability
  - \* Capacity enhancements - platform 4 at Westbury and double sections vis Melksham
  - \* Promotion and strategy at all levels
- Town/Parish - Unitary - subNational Transport Body
- \* Cycle and scooter
  - \* Interaction with neighbouring areas

## Some people / organisations to work with

- \* Your local Rail User Group - West Wiltshire Rail User Group
- \* Your local Bus Group - need to revitalise Option 24/7 or similar
- \* Melksham Transport User Group
- \* TransWilts and Severnside Community Rail Partnerships
- + Your local transport authority and your elected reps on there
- + Public Transport service operators and infrastructure providers